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| <b>FOR YOUR INFORMATION</b> |
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To: **ALAMEDA COUNTY CMA BOARD**

Fax number: 1510-836-2185

From: **EMERYVILLE VICE-MAYOR KEN BUKOWSKI**

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Date & Time: 7/21/2009 10:59:39 AM

Pages sent: 4

Re: BART BUDGET - OPERATION OF PARKING LOTS

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PLEASE PROVIDE A COPY OF THIS MEMO TO  
THE MEMBEERS OF THE BOARD

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5880 Doyle Street • Emeryville, California 94608

Phone→ (510) 305-0000 • E-Mail→ kb@paxio.com

Wednesday, December 15, 1999

**To: President Tom Blalock & Members of the BART Board****Re: Budget - Union Contracts  
Contracting out the Operation of the BART Parking Facilities**

Honorable President Blalock &amp; Members of the Board

These rough financial times are telling public agencies to change the way we do business. BART is essential to the economic vitality of the region.

The Bay Area made a major mistake when decided on a rapid rail system design which requires everything to be custom built at the highest price to serve our needs. The amount of wages and benefits paid to BART employees is higher than average. To add to the problem the BART System includes the costly operation of numerous parking facilities, approximately 50,000 parking spaces. The unfortunate result.... BART is the most expensive rapid rail system in the country. Higher passenger fares mean fewer people can afford to use the system. The high cost of using BART adversely impacts the economy of the entire region. Every effort must be made to make the use of the system as affordable as possible.

The operation of the train system does not have to include the operation of the parking lots. The provision of parking can be provided by the private sector. Free parking was an amenity which was necessary when the system was created. However, it is no longer financially feasible for the District to continue to operate the parking facilities. The Board should actively find ways to eliminate the cost of providing parking from the operation of the trains.

The use of sworn police officers to patrol the BART parking lots is over kill. It is a gross waste of precious money. It amazes me how a publicly subsidized operation BART has the ability to pay higher wages and benefits than most of the public agencies in the region. Despite the fact, and in this bad economy, the unions are still seeking increases. They show their appreciation by seeking to hold the public hostage to meet their demands.

Let's focus on the operation of the parking facilities. There are numerous parking facilities all across America which are patrolled by private security. There is no good reason why the Board could not use private security to patrol the BART parking lots. How many of the 290 police positions are used to patrol the parking lots?

The high cost of sworn police officers and other public safety personnel is going to bankrupt every city and county in the state. Sworn Police Officers are now retiring with full wages and benefits at age 50. Can it be reasonable to pay this amount of money to patrol parking lots.?

## Bart Board of Directors

July 20, 2009

The Board should adopt the long range goal of totally eliminating the cost of providing automobile parking from its operating budget. You should immediately seek requests for proposals from private security to replace the sworn officers who are used to patrol the parking lots.

You should take a hard line by not increasing the amount of wages and benefits paid to BART employees in this economic climate. Your first obligation should be to protect the public interest.

Surely every member of the Board must already recognize BART employees are well paid. How can you possibly think of granting any increases at this time. Does the Board think these employees will simply find work elsewhere. The real question here is how much influence do the unions have over your better judgement.

These rough financial times are telling public agencies to save money wherever possible, and to change the way we do business if money can be saved. Please take these suggestions seriously.

Best:

*Ken Bukowski*

Vice-Mayor

cc: ALAMEDA COUNTY CMA

MTC

Other local agencies and elected officials

## Bart Board of Directors

July 20, 2009

HOW MUCH DOES IT COST TO PROVIDE PARKING AT BART STATIONS...?

- A. Acquisition of land for parking lots, (often by condemnation at the highest price)
- B. Cost of building new parking structures, (Milbrae has a new 3,000 car facility)
- C. Maintenance- sweeping, replacing light bulbs, painted curbs, and signage.
- D. Provision of liability insurance
- E. Cost of utilities for parking lot lights, water and sewerage
- F. Installation and maintenance of surveillance cameras. Storing the data from the daily surveillance log.
- G. High cost of using fully equipoped police vehicles for parking lot patrol
- H. Use of fuel for patrol cars driving long distances from station to station which includes the upkeep of expensive radio equipment

BART POLICE EXPENSES INCLUDE:

- (1) Starting pay for a BART Police officer is around \$90,000 annually, plus retirement, full wages and benefits at age 50
- (2) As an Independent police agency BART must pay all the costs related to the arrest and prosecution of offenders who commit crimes on BART property.: These expenses are:
  - (i) jail time for the offender,
  - (ii) booking fees, citation processing. court costs,
  - (iii) court appearances by BART Staff and witnesses
  - (iv) cost of investigations and case preparation,
  - (v)) attorney's fees

If the parking lots were operated by a private enterprise, and/or if private security would be used to patrol the parking lots, all the above expenses would be the responsibility of the City or County where the crime occurred.

The high cost of providing parking at BART Station is unfairly paid by all BART passengers, instead of only the people who use the parking. Why should everyone using BART be forced to pay for automobile parking...?

This actually means people who are on the economic borderline are subsidizing the more affluent users of the BART system. The cost of providing the parking should be exclusively paid by the people who use them. Taxpayer money used to support transit should not be spent on Automobile Parking.